IN THE SPECIFICATION:

Please amend Paragraphs 22, 29, and 30 -31 of the specification as follows:

[0022] An instrument-panel mounting system according to the present invention is generally indicated at 12 in Figures 2 - 3. The instrument-panel mounting system **[[10]]** 12 includes the body panel 26 having an aperture 30 completely therethrough. As described in detail below, a threaded fastener, generally indicated at 32, is adapted to be operatively received in the aperture 30 to fasten the frame 10 to the body panel 26.

[0029] Those having ordinary skill in the art will appreciate that apertures 30, 36, 40 can have any suitable size with respect to each other and with respect to the body panel 26, fastener 32, base panel 34, clamping sheet 38, and fastener 32 as well. Those having ordinary skill in the art will also appreciate that the strut 42 can have any suitable structural relationship with respect to the clamping sheet 38, the fastener 32, and the base panel 34. Those having ordinary skill in the art will further appreciate that the clamping sheet 38 can be made of any suitable material.

[0030] In operation, the threaded fastener 32 generates a clamping force, or torque, at the body superstructure, or plenum 28, to mount the frame 10 to the vehicle body 14. In so doing, the clamping force extends through the base panel 34 and clamping sheet 38. More specifically, the clamping force is distributed throughout the clamping sheet 38 and shared between the base panel 34 and clamping sheet 38. So, unlike the clamping sheet of the instrument-panel mounting system of the related art, the clamping sheet 38 of the mounting system 12 directly receives a substantial amount of the torque to take a substantial amount of torque off the base panel 34. An instrument panel, especially one having a TPO base panel, using the mounting system 12 can achieve a proper amount of torque at the plenum. In some cases, one-hundred percent torque can be achieved. This is

the case even when a magnitude of torque of approximately 120 lbs. +/- 20 lbs. is exerted upon the base panel [[18]] 34 at the plenum. The base panel 34, however, still receives a sufficient amount of torque to be secured in its proper position while eliminating or minimizing tightening and relaxing of the base panel [[18]] 34. In this way, the "squishing" effect between the base panel [[18]] 34 and the plenum is eliminated or minimized. In particular, "squishing" can be limited to the range of 0 mm to ¼ mm.

[0031] Furthermore, the mounting system 12 eliminates or minimizes buzzing, squeaking, and/or rattling of the instrument panel with respect to the vehicle body 14. The mounting system 12 also eliminates the need for a brass washer or a shoulder bolt and can accept a sufficient amount of torque while keeping the base panel [[18]] 34 clamped and undamaged. The clamping sheet 38 with its integrally formed strut 42 can be stamped from sheet metal, and, thus, saves cost and effectively reduces the number of components employed to mount the instrument panel to the vehicle body 14.